













Telephone No. 155.



TRADE MARK.

CLARETS.

|               | 1 doz. | 2 doz. | 4 doz.  |
|---------------|--------|--------|---------|
| Vin Ordinaire | \$4.50 | \$8.50 | \$17.00 |
| Medoc         | 5.50   | 10.50  | 21.00   |
| St. Emilion   | 6.50   | 12.50  | 25.00   |
| Margaux       | 6.50   | 12.50  | 25.00   |
| St. Julien    | 6.50   | 12.50  | 25.00   |
| St. Estephe   | 6.50   | 12.50  | 25.00   |
| Ch. Leoville  | 11.00  | 22.00  | 44.00   |
| Ch. Laroze    | 11.00  | 22.00  | 44.00   |

AMERICAN.

|            | 1 doz. | 2 doz.  | 4 doz.  |
|------------|--------|---------|---------|
| California | \$5.00 | \$10.00 | \$20.00 |
| Zinfandel  | 5.00   | 10.00   | 20.00   |

An Allowance of SEVENTY-FIVE Cents per Dozen is made for quinine bottles when returned to our Godown. Special rates for Hospitals.

BORDEAUX BOTTLED.

|                       | 1 doz.  | 2 doz.  | 4 doz.  |
|-----------------------|---------|---------|---------|
| Ch. D'Arzac           | \$13.00 | \$26.00 | \$52.00 |
| Margaux               | 15.00   | 30.00   | 60.00   |
| Ch. Pontet Canet      | 15.00   | 30.00   | 60.00   |
| Ch. Mouton Rothschild | 18.00   | 36.00   | 72.00   |
| St. Julien            | 18.00   | 36.00   | 72.00   |

H. PRICE &amp; CO.

12, Queen's Road.

MEMOS. FOR MONDAY.

Meeting.

9 p.m.—Meeting of Victoria Preceptory.  
Miscellaneous.  
Local Banks close.  
Insurance Office close.

SHIPPING MOVEMENTS.

The S. L. de. *Clonbury*, from Middlebrook and London, left Singapore on the morning of 24th May, and is due here on the 25th May.  
The N. Y. K. *Yokohama Maru*, left Shanghai on the 24th May, and is expected to arrive here on the 25th May.  
The E. & A. *Admiral*, left Manila on the afternoon of May 24, and is due here on the morning of the 25th May.  
The Imp. Gorman Mail *S. S. Sack*, carrying the Gorman Mails, with dates from Berlin of the 29th April, left Singapore on Friday, the 24th May, at noon, and may be expected here on or about Wednesday morning, the 25th May.  
The N. Y. K. *Yokohama Maru*, left Bombay via Singapore, for this port on the 24th May, and is expected to arrive here on the 25th May.  
The C. P. R. *Ch. S. S. Empress of China*, arrived at Shanghai at 5 a.m., on Saturday, the 24th May, and left again at 5 p.m., on the same day for Hongkong, where she is due to arrive at 9 a.m., on Tuesday, the 25th May.

PAIN CHAMBERLAIN'S BALM  
Applied to the affected parts quickly relieves  
RHEUMATISM  
SORENESS OF THE MUSCLES  
AND  
STIFFNESS OF THE JOINTS.  
Price, 50 cts. and \$1.00.  
For sale by All Dealers, WATKINS & Co., General Agents.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

THE

LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

Our new WEST POINT FACTORY, facing the sea at the Praya Reclamation, is constructed with every attention to the best principles that sanitary science can suggest.

A Perfect System of FILTRATION is employed guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A Staff of English Experts attends to every detail of the manufacture.

The Waters produced are of the highest-class and excellence, as testified by the best English makers.

A. S. WATSON & Co., Limited,  
THE HONGKONG DISPENSARY.

## DEATH.

On the 20th May, 1901, Mr. Lai Tong, House, Estate and Land Agent, Broker and Commission Agent.

The publication of this issue commenced at 5.40 p.m.

## The China Mail.

HONGKONG, SATURDAY, MAY 25, 1901.

## Editorial Comment.

There will be a feeling of universal thanksgiving that His Majesty the King escaped death or serious injury by the accident on board Sir T. Lipton's yacht, *Shamrock II.* We suppose His Excellency Sir Henry Blake has sent a telegram of congratulation to His Majesty on behalf of the community of Hongkong, and in doing so His Excellency will be acting in accordance with the public wishes. As will be seen elsewhere, this yacht has had a most inauspicious existence so far, but on the popular principle that a bad beginning has a good ending, we hope she will be able eventually to win the America Cup, so coveted by yachtmen on both sides of the Atlantic. As everyone knows, King Edward takes a lively interest in all sports and in none more than in yachting; and the first *Shamrock* sailed several times against His Majesty's *Belgonia*.

The public bath erected on the Praya front for the convenience of the hardworking Chinese coolies, at the instance of His Excellency the Governor, are being well patronised. This is satisfactory. But it would seem that a certain section of the Chinese—apart from their natural disinclination to wash—regards the bath with suspicion; their distrust and ultimate purposes are being misinterpreted, as usual, by the Chinese. Among the domestic servants and poorer classes, there is a feeling of distrust, and this feeling is especially strong among the Chinese women. They have been led to believe that the hot water is to be used on them after they have been forcibly disinfected in a sulphur bath, and their unanimous decision is that if the Government is going to do this they will return en masse to their native villages. We are informed that a number of the more credulous have already left the Colony; others have had sufficient sense to await developments. At present, they are all ages, and are ready to leave at a moment's notice.

The plague epidemic, we regret to say, is becoming more serious daily. It is overtaxing the resources of the Sanitary staff, and, as the Sanitary Board has neither monetary resources nor administrative liberty, the public are wondering what steps the Government propose to take to cope with an epidemic, which in one respect at least—its virulence in the European section of the community—is more alarming than any previous epidemic since 1894. It may interest the Governor to know that the public are beginning to lose faith in him. As the head of the Government, they expect him to come forward in a crisis like this, when the Colony's trader is suffering from the presence of plague, and declare what he proposes to do to check the spread of the disease. Drastic measures are necessary. Surface overcrowding has all along been one of the principal causes of plague, yet the Government is allowing the property owners to erect houses which, when occupied, will only accentuate the old familiar evils of the 1894 and 1898 epidemics. Two storied houses in narrow streets are being pulled down and four storied houses are taking their place. Instead of more sunlight and fresh air getting into the streets and houses, those natural hygienic agencies are rapidly being excluded, and it does not require the prophetic instinct to predict what the condition of the slums will be in three or four years. Externally, the houses look finer, but the Chinese owners are simply building to evade the law, and the overcrowded areas will be still more overcrowded. In other respects, the law is evaded. The supineness of the Government in regard to the proposals for European reservations will bear fruit in a further spread of disease. These are matters calling for treatment at normal times; but, meanwhile, to prevent public panic, strong measures ought to be taken by the Government to cope with the disease, not merely to stem it but to suppress it. We understand that down to the present time, although the number of unclaimed unidentified bodies found in the streets has been on the increase, the detecting patrols have not succeeded in detecting a single delinquent; and if the recent decision in the police court is to be taken as a specimen of the magisterial aid to be given to the Sanitary staff were not surprised that the inspectors choose to let cases go rather than waste time at the Magistrate's. There are also rumours—we hope they are unfounded—that the Government is not taking the public into its confidence, that the official censor is at work. This does not tend to inspire public confidence, and if anything is being suppressed, we take it that it means that those who sit in high places do not like to look upon the plain unvarnished truth. Why?

## LOCAL AND GENERAL.

Notes by the Way.  
Inward parcels by the s.s. *Paravalia* are now ready for delivery.

Sir Arthur Haslecock has been appointed Governor of Tasmania.

H.M.S. *Gloria* has gone up North to relieve H.M.S. *Centurion* as flagship.

The Mansion House fund for the Transvaal war sufferers now amounts to £1,130,000.

We read that in a sale of coins in London, "A Hongkong pattern tool, 1867, 'one tool Shanghai,' 1867, grained edge," fetched £5.

114,000 people witnessed the drawn football match at Crystal Palace between Tottenham Hotspur and Sheffield United for the English Cup.

Mrs Dallas has been very ill since the arrival of the *Dallas* Conolly Co. at Colombo. She was obliged to go to the Sanitarium, where she was attended by Dr. Rockwood.

The P. and O. steamer *Jura*, now on her way to China, left England on 20th April with 1 officer and 45 men of the Royal Engineers for Singapore and Hongkong.

The Right Rev. C. J. Corie (Missionary Bishop to Corea) has been visiting the King at Sandringham and preached in the Church of St. Mary Magdalene on 21st April.

The Weekly Prayer Meeting, in connection with the Hongkong Christian Union, will be held in the Music Room, City Hall, at 5.15 p.m., on Monday, when Mr. John Pitt will preside.

The Duke of Cornwall and York has presented a silver cup as a shooting trophy to be competed for by teams representing the men in the several barrack rooms at Portsmouth.

The Government of the Straits Settlements will shortly issue a new series of Currency Notes of the face value of \$5. They will be of a size considerably smaller than the notes of previous issues, but in other respects will be similar.

At a recent meeting of the Royal Society, Lord Kelvin stated that while electric and magnetic forces could be explained mechanically by movements in the ether, it was apparent that the ether was not subject to gravitation, which remained a mystery.

We learn that Inspector McEwen, of the Naval Yard Police, has resigned, after five years' service, and has joined the staff of the Sanitary Department. The Inspector holds the plague and Badillo medals, and did good service during the plague seasons of 1894-95 and '96.

When the last mail left England, it had been decided that Preston North End and West Bromwich Albion were the two clubs to go down from the First Division of the English Football League. The winners were not known, but Liverpool were expected to depose Sunderland.

Mr. Stafford Ransome, author of *'Japan in Transition,'* who recently re-visited Hongkong and the Far East, in the interests of *The Sphere* and *The Daily Express*, has been lying very ill at Colombo. Latest advices state that, under the treatment of Hon. Dr. Rockwood, Mr. Ransome was gradually recovering.

## Whit Monday.

The Post Office will be closed on Monday, the 27th inst., except from 8 a.m. to 9 a.m. Correspondence for the Peak and Kowloon may be posted up to 9 a.m. The Night Box will be kept open. The Money Order Office will be entirely closed.

## Return of Indian Troops.

A Bombay telegram says: The Combined Indian Contingent sent to Australia for the inauguration proceedings of the Commonwealth arrived at and left Bombay yesterday (8th inst.), for Doolah, where it will be disbanded. A Calcutta telegram, dated 11th inst., says: The 1st Bengal Cavalry, with a siege train, from Hongkong; the 28th Madras Infantry, and the Sappers and Miners at Wei-hai-wei; and the 1st Madras Infantry, from Tientsin, return to India immediately. Further reductions will follow gradually.

## B.W.F. for Singapore—A Rumour.

The *Singapore Free Press*, of May 16, has a paragraph about the Royal Welsh Fusiliers. We have made inquiries at Headquarters Office, but have been unable to substantiate what our Singapore contemporary says. The paragraph is as follows:—

A rumour, which has been traced to a Hongkong source, is to the effect that the Royal Welsh Fusiliers will come to Singapore towards the close of the year. All that can be said is that that is the expected, and the probable. It may be taken as pretty certain that Mr. Brodie's policy of forming a nucleus for a permanent stationing of the Fusiliers has been adopted. That being so, a rumour would be but to the usual routine, particularly as indicated in the Army Estimates for 1901-02.

The old treatment of plain Cod Liver Oil or its Emulsion was attended with many dangers owing to the indiscriminate use of fat.

Stearns' Wine of Cod Liver Oil contains what is valuable in Cod Liver Oil without the fat. Pleasant to take, and readily borne by the most delicate. Sold by all Chemists. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

## LOCAL AND GENERAL.

Quarantine at Bangkok.  
Vessels going from Hongkong to Bangkok are officially notified to call at Koh Phai for quarantine.

The 'Tantallon Castle.'  
The latest news of the Tantallon Castle, wrecked on Robbin Island, near Capetown, is given in a telegram to Ceylon. She has been abandoned as a hopeless wreck, heavy seas breaking over her.

Alice Memorial Hospital.  
The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Anonymous.....\$5.

Troops Returning to India.  
The balance of the Remount Depot, four native field hospitals and a number of bullock drivers, aggregating about 800 Indians, are to return to India by the s.s. *Avrora* on the 29th inst. A squad of Bengal Lancers, who have been up North, leave to-day by the transport *Claverley* for Calcutta.

Victoria Day.  
The holiday yesterday, in commemoration of the birthday of the late Queen Victoria, passed off very quietly. It was not generally observed, most of the stores being open for business, this, no doubt, being due to the fact that another holiday falls to be observed on Monday (White Monday). There was no decoration of men-of-war; nor was there any salute.

## Love without Wealth.

Matrimony seems to have no terrors for some experimentalists. The other day in Westminster county court, in the course of the hearing of a case, a witness was asked: How much money had he (her husband) when he married you?—Witness: Two pence. (Laughter.) Mr. Willis: The day you were married he had two pence?—Yes. I can prove it.—There was no undue extravagance during that honeymoon, at any rate.

## The Army Command in India.

According to *'Atlas'* in *The World*, Lord Curzon strongly urged the claims of Sir Power Palmer to an extension of the chief command in India, holding that the moment was inopportune for superseding one who had, by reason of his long and distinguished service, a prescriptive right to be considered in connection with an appointment which he had filled temporarily with great advantage to the Empire. In the Viceroy's opinion, the excellent arrangements made for the despatch of the Field Force, under Sir Alfred Gaselee to China, reflected great credit on the whole Headquarters Staff.

## A Valuable Prisoner.

The mining expert who has been employed by the Ceylon Government to prospect for gold in the Isle of Spicy Breeces is named Captain Patrick Dennis O'Reilly. The name is slightly suggestive of Ireland. Captain O'Reilly is a prisoner-of-war, being one of the Boer prisoners shipped from South Africa some time ago. He speaks confidently of finding gold in Ceylon. Although he has lived the greater part of his life in the United States, Captain O'Reilly is by birth a County Kerry man, and was educated at the Marischal College, Aberdeen. He went through a course of study at the School of Mines in Kansas, and afterwards pursued his avocation of engineer and mining expert on the Colorado, Transvaal and Klondike goldfields.

## Kiaochau.

On the subject of Kiaochau in the report on the German Colonial Estimates for 1901, it is stated that the estimates for this year are balanced at £552,500, being an increase on the Estimates for the current year of £52,337 10s. The State grant in aid is fixed at £537,500, as against £488,000 for the year 1900. A reduction of £2500 is foreseen in the receipts from the sale of land, and an increase of £1250 in the receipts from direct taxation. Under the head of non-recurring expenditure, the following items occur:—£5000 for the erection of a light at Tschelkewitz, and £15,000 for the construction of a floating dock, the necessity for which is stated to have been demonstrated, in the interests both of the Imperial Navy and of the Mercantile Marine.

## Naval Appointments.

The following naval appointments and promotions are intimated:—

Staff Surgeon—V. G. Thorpe, to the *Centurion*, for service with the *Marines* at Wei-hai-wei; and P. F. Maitland, to the *Argonaut*, to date April 24.

Assistant Paymasters—A. R. Ireland, A. C. Roe, to the *Gloria*, as secretary's clerks to Vice-Admiral Sir C. A. G. Bridge, to date April 20.

Commander C. G. F. M. Cradock has been promoted to the rank of captain in His Majesty's fleet.

The undermentioned boatswains have been promoted to the rank of chief boatswain in His Majesty's fleet:—F. St. J. Boughton (formerly of Hongkong Naval Yard), W. Driscoll.

## Stearns' '4' Bessos.

A fragrant, delicate and popular perfume, an entirely original odor—possessing all the desirable features sought in a high-class perfume. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

## LOCAL AND GENERAL.

French Officer bitten by Mad Dog.  
*Le Courrier d'Haiphong* of the 16th inst. states that Lieutenant Marty, Chief Postal Officer with the French army in China, has been bitten by a mad dog, and has been sent with all despatch to the Hanoi Hospital for treatment.

The Amateur Golf Championship.  
Mr Harold H. Hilton has beaten Mr Low by one hole for the Amateur Golf Championship at St. Andrews. Mr Hilton, who belongs to the Royal Liverpool Club, was also last year's Amateur Champion, when he beat Mr James Robb, of St. Andrews Club, by 8 up and 7 to play.

Recruiting.  
The annual report of the Inspector-General of Recruiting states that during the past year 49,260 men were recruited for the Regular Army, and 37,853 for the Militia, exclusive of the men raised for the Imperial Yeomanry and the Volunteer Active Service Companies. There was a considerable increase in the number of desertions.

## Wireless Telegraphy.

It is reported that steps are being taken to institute a wireless telegraph service between Pwllie Point, England, and Australia, with stations at the Lizard, Ushant, Finisterre, Gibraltar, Malta, Algiers, Sardinia, Sicily, Cape Malea (Greece), Alexandria, Aden, Socatra, Colombo, Samatra, Cocos Islands, Perth, Albany, Adelaide, and Melbourne.

## Terrible Accident at Rangoon.

A Calcutta telegram, dated 10th inst., reports:—Yesterday an explosion at the Burma Oil Company's works at Rangoon caused fourteen deaths, and seven other persons were injured. The oil took fire when a number of natives were repairing the roof. Mr. Shields, a European Assistant-in-charge, fell into the tank of oil in his burning clothes and died.

## Progressive Hongkong.

There is an electric tramway in Korea, which is reckoned the latest progressive country in the world; there are electric tramways in several Japanese towns; the adjacent French Colonies are introducing electric tramway installations. In Hongkong, we are still speaking about possibly applying to the Government for permission to introduce electric tramways.

## The Blight on the 'Arethusa.'

Lieutenants Wise and Pearso, of H.M.S. *Arethusa*, who were laid up in Hongkong with typhoid fever, are now on a fair way to recovery. The *Arethusa* was one of the ships that welcomed the Duke and Duchess of Cornwall and York at Singapore, and, while there, several of her officers were attacked with malaria and died. One of them, Lieutenant Chapman, died.

## Rapid Promotion in the N. Y. Police.

It seems that the Naval Yard Police will take some beating in the matter of furnishing rapid promotion for its men. Sergeant Lawrence, of the Kowloon detachment, has just been appointed Inspector, after only two years' service. He joined the force as a constable on 18th February, 1899, and was promoted to sergeant on 4th March last year. The reason of this rapid promotion is due to the numerous changes that have taken place lately. The men, it seems, have nothing in the shape of pension (as witness the recent case of Sergeant O'Toole after 25 years' service) to look forward to, and since March last, we understand, that 75 per cent of the force have resigned or been discharged.

## A Strange Suicide.

A remarkable suicide has taken place at the Chinese Embassy, Portland Place. It was that of a young Chinese woman named Ling, who had been engaged at the Embassy for a year, having been brought over to attend on the wife of the Chinese Ambassador in the capacity of lady's-maid. As she was not seen at breakfast on Friday, April 19, two English servants, both youths, were sent to her room, and they found her hanging to a hook in the centre of the ceiling. The hook, a strong one, had originally held a lamp, and Ling had gone to great pains in order that her purpose should not fail. The rope she used was a triple one twisted together, and the slip knot was cleverly contrived. In order to give herself a two-foot drop, she placed a table, and on that a chair, under the noose. Having adjusted the noose, she kicked away the chair, and drawing up her feet to avoid the table, she succeeded in breaking her neck, and so dying instantaneously. All this had been done in the night, for the body was cold when found. The Secretary of the Legation, being informed, sent for a doctor, and also reported the matter to the coroner, who visited the place before any of the furniture was moved. With regard to the cause, the only suggestion is that Ling was affected by suicidal mania, and in this view, according to a statement made by the Legation Secretary on April 20, the doctor concurred. These formalities having been complied with, the body was removed to the mortuary. The Chinese Legation being, by international law, Chinese territory for all official purposes, the coroner could not claim to have an inquest held. The Secretary of the Legation, on being asked on this point, said the usual course would be followed.

## TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

## FIELD-MARSHAL COUNT VON WALTHERSEE.

Approaching Departure.  
[By SPECIAL ARRANGEMENT WITH Der Ostasiatische Lloyd.]

SHANGHAI, May 24.  
The German hospital ship *Gra* has received orders to proceed from Tientsin (Kiaochow) to Taku to embark Field-Marshal Count von Waldersee, the Commander-in-Chief of the Allied Troops, and the Headquarters Staff.

## DEPARTURE CONTRADICTED.

PRINSE, May 25.  
Fighting between the Boers and the Chinese troops, the latter supported by German and French troops, continues to the south of Paoching-fu.

Count von Waldersee has fixed a demarcation line south of the Grand Canal, from Hoken-fu to Sinto-hsin.

The rumours that Count von Waldersee is going home are contradicted officially here.

## PLAGUE IN THE MALAY PENINSULA.

Death at Kuala Lumpur.  
[From Our Own Correspondent.]  
SINGAPORE, May 24.  
A death from plague occurred at Kuala Lumpur on Wednesday, the 22nd inst. No further cases are reported.

[Kuala Lumpur is the capital of Selangor, one of the Federated Malay States. The Residency and principal Government Offices are there.—Ed. C.M.]

## WITHDRAWAL OF GERMAN TROOPS.

[By SPECIAL ARRANGEMENT WITH Der Ostasiatische Lloyd.]  
BERLIN, May 25.  
The withdrawal of the German troops from China commences in the early days of June. Two additional transports have left Bremerhaven for Taku.

## A NOTABLE SUICIDE.

Brescia, the attaché who murdered King Humbert of Italy at Monza in July last, has committed suicide.

## [REPTER'S SERVICE.]

## THE BOER INVASION OF CAPE COLONY.

LONDON, 22nd May, 1901.  
Commandant Kruger, with 200 followers has re-entered Cape Colony.

It is stated that the fresh invasion of Cape Colony is due to the continued British harrying movements in the south of the Orange River Colony.

## THE FORTE AND THE FOREIGN POST OFFICES.

Lord Lansdowne, in the House of Lords, said that the Government was determined to insist upon reparation for the conduct of the Turkish Officials regarding the Foreign Post Offices.

## TURKEY AND THE FOREIGN POST OFFICES.

The British warships *Cresser*, *Empress of India* and *Gladiator* have been ordered to Salonika, on account, it is believed, of the difficulties with the Turkish Postal Authorities.

## LONDON, 23rd May, 1901.

## TURKEY AND THE FOREIGN POST OFFICES.

The difficulty with Turkey in connection with the Foreign Post Offices has been settled.

## THE 'STAR' FERRY COMPANY, LIMITED.

The following is the report for presentation to shareholders at the third Ordinary Annual Meeting to be held at the Company's Office, No. 2, Cornhill Road, at noon on Wednesday next:—

The Directors have the pleasure to submit to Shareholders their Report with a statement of accounts for the year ending 30th April, 1901.

Accounts.—The net earnings of the boats after paying all working expenses were \$32,320.64 as against \$28,345.15 last year, being an increase of \$3,975.49. The amount at credit of Profit and Loss Account after paying for repairs is \$43,455.13, which, with the approval of Shareholders, is proposed to be appropriated as follows:—

Directors and Auditor's fees.....\$1,000.00  
Dividend of 12%.....14,835.00  
Write off Boats.....5,231.00  
" " Goodwill.....4,000.00  
" " Turnstiles.....207.67  
" " Ice House Street Pier.....1,359.06  
Transfer to Reserve Fund.....16,000.00  
Carry forward to new account.....774.40

\$43,455.13

Capital.—By special resolution of 23rd May, 1900, the Capital of the Company was increased by 10,000 shares of \$10 each = \$100,000 of which 9,610 were taken up. They were issued at a premium of \$6 per share, the amount paid up being \$25,500 and \$1,500 premium = \$27,000.

Boats.—The *Western Star* and *Southern Star* were delivered last October and are giving every satisfaction.

*Ten House Street Pier*.—This Pier has been rented from the Government for the Company's exclusive use. Guide and butter ribs have been driven on the Easton side to facilitate the boats getting alongside and the deck raised off to separate third class from other passengers, with turnstiles for all classes. The cost of these alterations amounting to \$3,320.00.

Directors.—Mr. P. Schuch having left the Colony, his place has been taken by Mr. N. A. Siebs, the appointment of whom requires confirmation.

Auditor.—Mr. W. H. P. Potts has audited the accounts now presented and offers himself for re-election.

C. P. CHATER,  
Chairman.

Hongkong, 24th May, 1901.

## CHUTNEY.

(Manufactured by the Firm of Irresponsible, Chatter and Co.)



[illegible]







## Shipping.

## U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.THE OVERLAND RAILWAYS  
AND ATLANTIC AND OTHER CONNECTING STEAMERS  
Via INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

| Ship           | Day                           | Time |
|----------------|-------------------------------|------|
| DORIC          | SATURDAY, 1st June, at Noon.  |      |
| PERU           | TUESDAY, 18th June, at Noon.  |      |
| COPY           | THURSDAY, 27th June, at Noon. |      |
| CITY OF PEKING | SATURDAY, 1st July, at Noon.  |      |
| CAELIC         | TUESDAY, 23rd July, at Noon.  |      |

THE O. & O. Company's Steamship DORIC will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point on route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and SOUTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Offices, addressed to the Collector of Customs, San Francisco.

Merchant's Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, May 25, 1901.

GEO. ECKLEY, Acting Agent.

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers                              | Sailing Dates             |
|---------------------------------------|---------------------------|
| PREUSSEN (HAMBURG-AMERIKA LINE)       | WEDNESDAY, 29th May.      |
| SACHSEN (HAMBURG-AMERIKA LINE)        | THURSDAY, 13th June.      |
| KIAUTSCHOU (HAMBURG-AMERIKA LINE)     | THURSDAY, 27th June.      |
| BAYERN (HAMBURG-AMERIKA LINE)         | THURSDAY, 11th July.      |
| STUTTGART (HAMBURG-AMERIKA LINE)      | THURSDAY, 25th July.      |
| KONIG ALBERT (HAMBURG-AMERIKA LINE)   | THURSDAY, 8th August.     |
| PRINZESS IRENE (HAMBURG-AMERIKA LINE) | THURSDAY, 22nd August.    |
| PRINZ HEINRICH (HAMBURG-AMERIKA LINE) | THURSDAY, 5th September.  |
| PREUSSEN (HAMBURG-AMERIKA LINE)       | THURSDAY, 19th September. |
| HAMBURG (HAMBURG-AMERIKA LINE)        | WEDNESDAY, 2nd October.   |
| SACHSEN (HAMBURG-AMERIKA LINE)        | WEDNESDAY, 16th October.  |
| KIAUTSCHOU (HAMBURG-AMERIKA LINE)     | WEDNESDAY, 30th October.  |
| BAYERN (HAMBURG-AMERIKA LINE)         | WEDNESDAY, 13th November. |

ON WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship PREUSSEN, of the Norddeutscher Lloyd, Captain E. PERH, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 29th May. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 28th May, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 28th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers &amp; Co., Agents.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers      | Destinations                        | Sailing Dates    |
|---------------|-------------------------------------|------------------|
| INABA MARU    | MAKURAHARA, LONDON, and             | FRIDAY, 31st     |
| W. BAINBRIDGE | ANTWERP, Via SINGAPORE, Penang, and | May, at Daylight |
|               | also, Colombo and Port Said.        |                  |

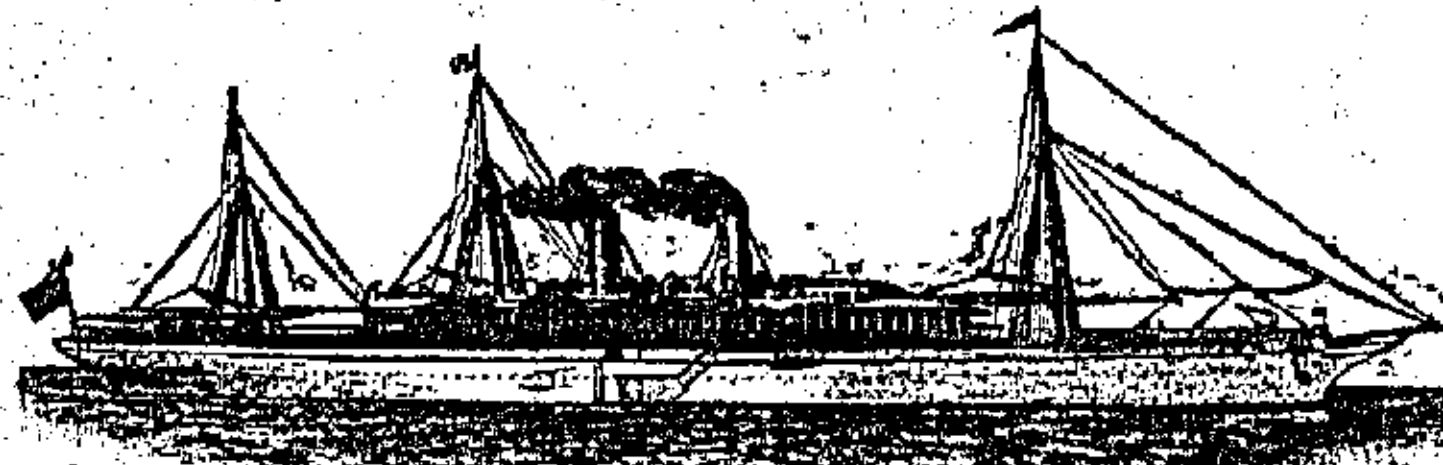
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter House.

A. S. Mihara, Manager.

Hongkong, May 25, 1901.

## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
Via CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, E.C.)  
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.

Proposed Sailings from Hongkong.

(Subject to Alteration.)

EMPRESS OF CHINA...Comdr. R. A. CHITWALD, R.N.R. WEDNESDAY, 30th June/1901  
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 26th June/1901  
EMPRESS OF JAPAN...Comdr. H. F. F. R.N.R. WEDNESDAY, 17th July/1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (E.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL, LIM TED, TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers looked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## Special Extra Service.

The Company's Extra Steamers "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" ...3,882 Tons...Comdr. H. Mowatt...WEDNESDAY, 12th June.  
(Calling at MOUL, KOBE and YOKOHAMA)  
Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Salon Passenger accommodation, these steamers are especially adapted for 2nd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, 1112 PRINCE STREET.

## NORTHERN PACIFIC STEAMSHIP CO.

Proposed Sailings from Hongkong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

| Steamer   | Tons | Captain   | Proposed Sailing |
|-----------|------|-----------|------------------|
| Victoria  | 5392 | J. Pantel | May 28           |
| Brancor   | 3991 | W. Watt   | June 7           |
| Granville | 3750 | W. Frakes | June 28          |

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. Dining Car connected trans-continental train day and night, TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

## HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the KRONPRINZ GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

Dodwell &amp; Co., Limited, General Agents.

Hongkong, May 7, 1901.

## OCEAN STEAMSHIP COMPANY

## OUTWARDS.

| FROM                  | STEAMERS   | DATE       |
|-----------------------|------------|------------|
| GLASGOW AND LIVERPOOL | PROMETHEUS | 28th May.  |
| GLASGOW AND LIVERPOOL | GLAUCUS    | 11th June. |
| GLASGOW AND LIVERPOOL | ATLANTICUS | 14th June. |

## HOMEWARDS.

| FOR              | STEAMERS   | TO SAIL    |
|------------------|------------|------------|
| LONDON           | CALCULUS   | 28th May.  |
| LIVERPOOL Direct | RHAPSUS    | 6th June.  |
| LONDON           | DARDAENUS  | 11th June. |
| LONDON           | MACHAON    | 28th June. |
| LONDON           | PROMETHEUS | 9th July.  |

For Freight, apply to

HONGKONG, May 18, 1901. BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

## HAMBURG-AMERIKA LINE.

## NORDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## FOR HAVRE AND HAMBURG.

Callings at SINGAPORE and PENANG.

S.S. Severin, Capt. FORBES, 31st May, Freight.

## FOR HAVRE AND HAMBURG.

Callings at SINGAPORE and COLOMBO.

S.S. Wittenberg, Capt. HEMPEL, 10th June, Freight.

For further particulars, apply to

## HAMBURG-AMERIKA LINE.

HONGKONG OFFICE.

Queen's Building, No. 1.

Hongkong, May 18, 1901.

## HONGKONG MARKET PRICES.

Corrected to Friday, May 24, 1901.

At 10.00 Cash per Dollar Mexican.

From Highest Lowest Chinese Names.

Cash Cash

## Butcher Meat.

## 肉食

|                          |          |               |      |
|--------------------------|----------|---------------|------|
| Beef sirloin & prime cut | 150      | —             | 尾龍扒  |
| " Corned                 | 140      | —             | 鹹牛肉  |
| " Roast                  | 150      | —             | 燒牛肉  |
| " Soup                   | 120      | —             | 湯肉   |
| " Steak                  | 150      | —             | 牛肉   |
| " Sausages               | 150 140  | —             | 牛肉腸  |
| Bullock's Brains         | per set  | 80            | 牛腦   |
| " Tongue fresh           | each     | 550           | 牛舌   |
| " " corned               | 550      | —             | 鹹牛舌  |
| " Head                   | 600      | —             | 牛頭   |
| " Heart                  | lb. 90   | 80            | 牛心   |
| " Hump, Salt             | 130      | —             | 牛肩   |
| " Feet                   | each     | 70 60         | 牛脚   |
| " Kidneys                | 70       | —             | 牛腰   |
| " Tail                   | 150      | —             | 牛尾   |
| " Liver                  | lb. 120  | —             | 牛肝   |
| " Tripe (undressed)      | 70 60    | —             | 牛肚   |
| Calves' Head and Feet    | set      | 700           | 牛仔頭脚 |
| Mutton Chop              | 500      | —             | 羊排骨  |
| " Leg                    | 300      | —             | 羊腿   |
| " Shoulder               | 240      | —             | 羊手   |
| Pigs' Chillings          | 70 50    | —             | 豬腩   |
| " Feet                   | 110 90   | —             | 豬脚   |
| " Fry                    | 100 80   | —             | 豬雜   |
| " Head                   | 700 80   | —             | 豬頭   |
| " Heart                  | each     | 70 60         | 豬心   |
| " Kidneys                | pair     | 120 100       | 豬腰   |
| " Liver                  | lb. 200  | —             | 豬肝   |
| Pork Chop                | 170 150  | —             | 豬排骨  |
| " Corned                 | 170 150  | —             | 鹹豬肉  |
| " Leg                    | 180 160  | —             | 豬比   |
| " Fat or Lard            | 180 160  | —             | 豬油   |
| Sheeps' Head and Feet    | set      | 500 400       | 羊頭脚  |
| " Heart                  | each     | 60 50         | 羊心   |
| " Kidneys                | lb. 100  | 50            | 羊腰   |
| " Liver                  | lb. 240  | —             | 羊肝   |
| Sucking Pigs             | To Order | catty 350 360 | 豬仔   |
| Suet, Beef               | lb. 160  | —             | 生牛油  |
| " Mutton                 | 240      | —             | 生牛油  |
| Veal                     | 150 140  | —             | 牛仔肉  |
| " Sausages               | 250 150  | —             | 牛仔肉腸 |

## Poultry.

## 生口

|                  |         |        |   |      |
|------------------|---------|--------|---|------|
| Chicken          | catty   | 340    | — | 雞仔   |
| Capon            | 320     | —      | — | 雞    |
| Ducks            | 220     | —      | — | 鴨    |
| Doves            | each    | —      | — | 斑鳩   |
| Eggs, Hen        | per 100 | \$1.30 | — | 雞蛋   |
| Fowls, Canton    | catty   | 350    | — | 雞    |
| " Hainan         | 300     | —      | — | 海南雞  |
| Geese            | 240     | —      | — | 鵝    |
| Geese, Wild Shui | pair    | 8      | — | 上湯野鴨 |
| Musk Deer        | each    | 8      | — | 黃麝   |
| Hare             | each    | —      | — | 兔仔   |
| Pigeons          | 280     | —      | — | 白鴿   |
| Quail            | each    | 140    | — | 鴿鴿   |
| Rice Birds       | dozen   | —      | — | 禾花雀  |
| Snipe            | each    | 200    | — | 沙雞   |
| Turkeys, Cock    | catty   | 700    | — | 火雞公  |
| " Hen            | 500     | —      | — | 火雞母  |
| Wild Ducks       | pair    | 8      | — | 上海水鴨 |
| Teal             | each    | —      | — | 水鴨仔  |

## Fish.

## 海鮮

|                         |         |     |   |     |
|-------------------------|---------|-----|---|-----|
| Barbel                  | catty   | 400 | — | 加魚  |
| Bream                   | 130     | —   | — | 鱖魚  |
| Canton Fresh Water Fish | catty   | 150 | — | 海魚  |
| Carp                    | 150     | —   | — | 鯉魚  |
| Catfish                 | 70      | —   | — | 赤魚  |
| Codfish                 | 220     | —   | — | 鱈魚  |
| Crabs                   | 250     | —   | — | 蟹   |
| Cuttle Fish             | 120     | —   | — | 墨魚  |
| Dab                     | 110 100 | —   | — | 沙魚  |
| Dace                    | 140     | —   | — | 黃尾鱈 |
| Dog Fish                | 90      | —   | — | 鮫魚  |
| Eels, Congor            | 140     | —   | — | 鹹水鱈 |
| " Fresh water           | 240     | —   | — | 淡水鱈 |
| Eels, Yellow            | 160     | —   | — | 黃鱈  |
| Fresh Fish, Large       | 150     | —   | — | 鮮魚  |
| Frog                    | 280     | —   | — | 田雞  |
| Grouper                 | 140     | —   | — | 石斑  |
| Gudgeon                 | 110     | —   | — | 白鯧  |
| Herring                 | 140     | —   | — | 鱈魚  |
| Halibut                 | 160     | —   | — | 鱈魚  |
| Labrus                  | 150 140 | —   | — | 黃花魚 |
| Loach                   | 240     | —   | — | 烏魚  |
| Lobsters                | 160     | —   | — | 龍蝦  |
| Mackerel                | 120     | —   | — | 鯇魚  |
| Monk Fish               | 200     | —   | — | 老魚  |
| Mullet                  | 130     | —   | — | 鱈魚  |
| Oysters                 | 220     | —   | — | 生蠔  |
| Parrotfish              | 140     | —   | — | 鰨公魚 |
| Perch                   | 110     | —   | — | 頭鮠  |
| Pike                    | 160     | —   | — | 花破  |
| Plaice                  | 140     | —   | — | 斑魚  |

|                              |       |     |   |     |
|------------------------------|-------|-----|---|-----|
| Pomfret, Black               | catty | 120 | — | 黑魷  |
| Pomfret, White               | 240   | —   | — | 白魷  |
| Prawns                       | 320   | —   | — | 明蝦  |
| Ray                          | 80    | —   | — | 琵琶沙 |
| Rock Fish                    | 120   | —   | — | 石斑公 |
| Roach                        | 160   | —   | — | 鯉魚  |
| Salmon, (C'ton), fresh water | 180   | —   | — | 馬友魚 |
| Shark                        | 80 70 | —   | — | 鯊魚  |
| Shake                        | 200   | —   | — | 鮑魚  |
| Shrimps                      | 180   | —   | — | 立魚  |
| Sole, per                    | 160   | —   | — | 提沙魚 |
| Solca                        | 140   | —   | — | 鮑魚  |
| Tonch                        | 140   | —   | — | 鮑魚  |
| Turbot                       | 140   | —   | — | 左口魚 |
| Turtles, small, fresh water  | 800   | —   | — | 甲魚  |
| White Bat                    | 120   | —   | — | 銀魚仔 |

## Fruits.

## 菓子

|                      |       |     |
|----------------------|-------|-----|
| Apples, (California) | catty | —</ |
|----------------------|-------|-----|



**Banks.**

## Banks.

## His Britannic Majesty's Ships on the China Station.

| Name.      | Class                         | Tons.  | Gun. | C.H.P. | Captain.                       | Listed reported at. |
|------------|-------------------------------|--------|------|--------|--------------------------------|---------------------|
| Albatross  | despatch vessel               | 1700   | —    | 3000   | Comdr. C. G. F. M. Cromack     | Weihaiwei           |
| Algornie   | sloop                         | 1050   | 6    | 1400   | Com-mander R. E. Hunt          | Hongkong            |
| Arguthus   | cruiser, 2nd class            | 4800   | 10   | 5700   | Captain J. Starin              | Amoy                |
| Arcturion  | cruiser, 1st class            | 11,000 | 16   | 18,000 | Captain H. Cherry              | Weihaiwei           |
| Astrea     | cruiser, 2nd class            | 4360   | 10   | 5900   | Captain A. W. Paget, C.M.G.    | Shanghai            |
| Aurora     | armoured cruiser, 1st class   | 5500   | 12   | 8500   | Captain E. H. Bayly, C.B.      | Shanghai            |
| Batfleur   | battleship, 1st class         | 10,000 | 14   | 15,000 | Captain J. E. Worcester        | Chuenpoo            |
| Bleu       | cruiser, 1st class            | 4000   | —    | —      | Captain F. H. Henderson        | Chinkiang           |
| Boxenture  | cruiser, 2nd class            | 9300   | 10   | 7000   | Captain C. J. G. Sawle         | Nanking             |
| Bramble    | gunboat, 1st class            | 710    | 0    | 1300   | Lieut.-Com. F. M. Lenke        | Wuhu                |
| Brisk      | cruiser, 3rd class            | 1770   | +6   | 3500   | Comr. Sir Bouchier R. S. Wrey  | Hankow              |
| Britomart  | gunboat                       | 716    | 6    | 1300   | Comdr. Baird                   | Weihaiwei           |
| +Centurion | battleship, 1st class         | 13,000 | 14   | 20,000 | Captain J. E. Jelliffe, O.R.   | Wessung             |
| Daphne     | sloop                         | 1140   | 8    | 700    | Comd. C. W. Wintington, Lieut. | Hongkong            |
| Endymion   | cruiser, 2nd class            | 5000   | 11   | 6500   | Captain P. F. Tillard          | Wessung             |
| Esk        | cruiser, 1st class            | 7300   | 12   | 10,000 | Captain G. A. Callagher, C.B.  | Weihaiwei           |
| Eke        | g.-b. 2nd class coast defence | 363    | 3    | 200    | Lieut.-Com. W. F. Blunt        | —                   |
| Fama       | torpedo boat destroyer        | 560    | 6    | 1700   | —                              | Hongkong            |
| Firebrand  | gunboat, 2nd class            | 455    | 14   | 350    | Captain Fred. S. Irglesfield   | Amoy                |
| Gloire     | battleship, 1st class         | 12,550 | 16   | 13,500 | Captain Lewis Wint             | Hongkong            |
| Goliath    | battleship, 1st class         | 12,550 | 16   | 13,500 | Captain Lewis Wint             | Nanking             |
| Handy      | torpedo boat destroyer        | 275    | 8    | 4000   | Lieut.-Com. G. H. Holden       | Hongkong            |
| Hart       | torpedo boat destroyer        | 275    | 6    | 4000   | Lieut.-Com. J. G. Armstrong    | Wessung             |
| Hermione   | cruiser, 2nd class.           | 4300   | 10   | 9000   | Captain R. S. D. Cumming       | Hongkong            |
| Humber     | storeship                     | 1840   | —    | 800    | Comdr. H. J. Davison           | Shanghai            |
| Isis       | cruiser, 2nd class            | 5500   | 11   | 8500   | Captain G. M. Henderson        | Wessung             |
| Janus      | torpedo boat destroyer        | 690    | —    | 1000   | —                              | Hongkong            |
| Lizard     | gunboat, 1st class            | 250    | 0    | 1050   | Lieut.-Com. John O. Watson     | —                   |
| Lochin     | cruiser, 3rd class            | 2050   | 6    | 6000   | Captain John G. M. Field       | —                   |
| Lochin     | battleship, 1st class         | 12,550 | 10   | 13,500 | Hon. A. G. C. Howe, C.B.       | Weihaiwei           |
| Orlando    | armoured cruiser, 1st class   | 6600   | 12   | 8500   | Captain J. H. T. Fyke, C.B.    | Wessung             |
| Otter      | torpedo boat destroyer        | 500    | 6    | 6300   | Lt.-Com. C. P. Mansel          | —                   |
| Phœnix     | sloop                         | 1015   | 6    | 1400   | Com-mander R. G. Finnet        | Weihaiwei           |
| Pigmy      | gunboat, 1st class            | 755    | —    | 1200   | Com-mander John H. Paine       | Statin              |
| Pique      | cruiser, 2nd class            | 3800   | 8    | 7000   | Capt. Harry C. Reynolds        | Chinkiang           |
| Plover     | cruiser, 1st class            | 755    | 6    | 1200   | Lt.-Com. C. V. de M. Cowper    | Kiukiang            |
| Redpole    | gunboat, 1st class            | 806    | 6    | 720    | Lt.-Com. Howarth Smith         | —                   |
| Robin      | river gunboat                 | 85     | 2    | 240    | Lieut.-Com. G. G. Webster      | Amoy                |
| Rosario    | sloop                         | 189    | 6    | 1400   | Comdr. C. A. W. Hamilton       | Hongkong            |
| Sand piper | river gunboat                 | 85     | 2    | 240    | Lieut.-Com. H. C. Carr         | Hongkong            |
| Snipe      | river gunboat                 | 756    | 2    | 770    | —                              | Hongkong            |
| Swift      | gun-vessel, 1st class         | 420    | 6    | 6500   | Lt.-Com. C. P. Peaty-Jewell    | Hongkong            |
| Tiger      | torpedo boat destroyer        | 250    | —    | —      | Com-moder Francis Powell, C.B. | Hongkong            |
| Tamar      | receiving ship                | 460    | 6    | —      | Captain Percy Scott, C.B.      | Weihaiwei           |
| Terrible   | cruiser, 1st class            | 14,200 | 14   | 25,000 | —                              | Hongkong            |
| Tweed      | coast defence gunboat         | 363    | 3    | 200    | Captain E. C. M. Neal          | Hongkong            |
| Wallaroo   | cruiser, 3rd class            | 2575   | 8    | 7500   | Lieut.-Com. W. O. Lynam        | Borneo              |
| Waterwitch | Surveying ship                | 450    | —    | —      | 1st. Com. C. Mackenzie, D.S.O. | —                   |
| Whiting    | torpedo boat destroyer        | 320    | 6    | 1800   | —                              | Hongkong            |
| Woodcock   | coast defence ship, armoured  | 2700   | 4    | 1600   | Lieut.-Com. H. D. S. Watson    | —                   |
| Woodcock   | river gunboat                 | 120    | 2    | 550    | Lieut.-Com. H. H. Hillman      | —                   |
| Woodruff   | river gunboat                 | 150    | 2    | 550    | —                              | —                   |

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